

Longfellow Middle and Mount Calvary-Grace Neighborhood Infrastructure Plan

Longfellow Middle & La Crosse Design Institute

Address	1900 Denton Street
Grade Levels	6 – 8
Number of Students	Approximately 570
Number of Students Approved for Free and Reduced lunch	249 (43%) ^a
Arrival/Dismissal Times	7:35 AM / 2:45 PM

^aSource: Wisconsin Department of Public Instruction, 2018-19

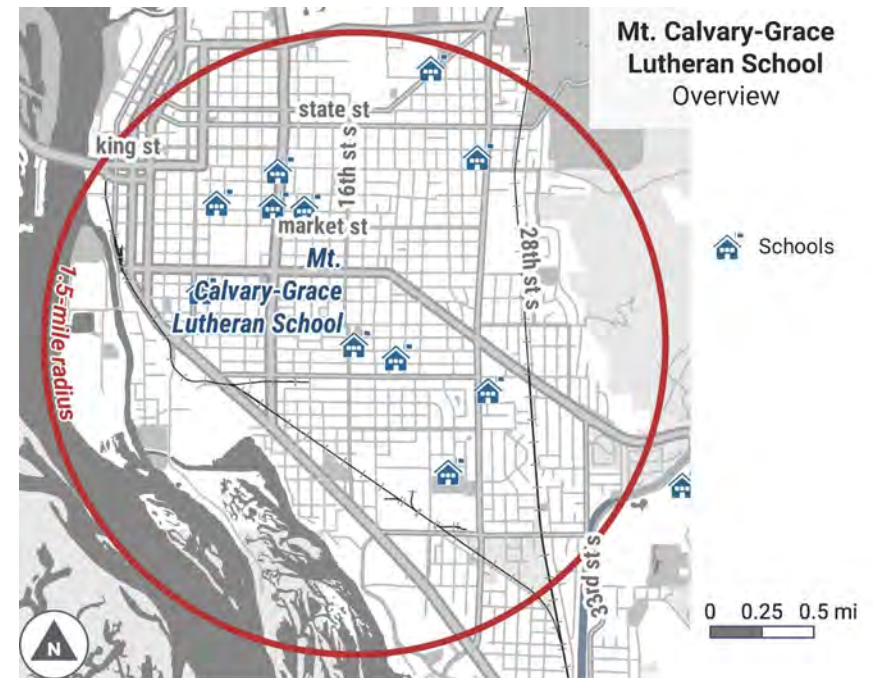
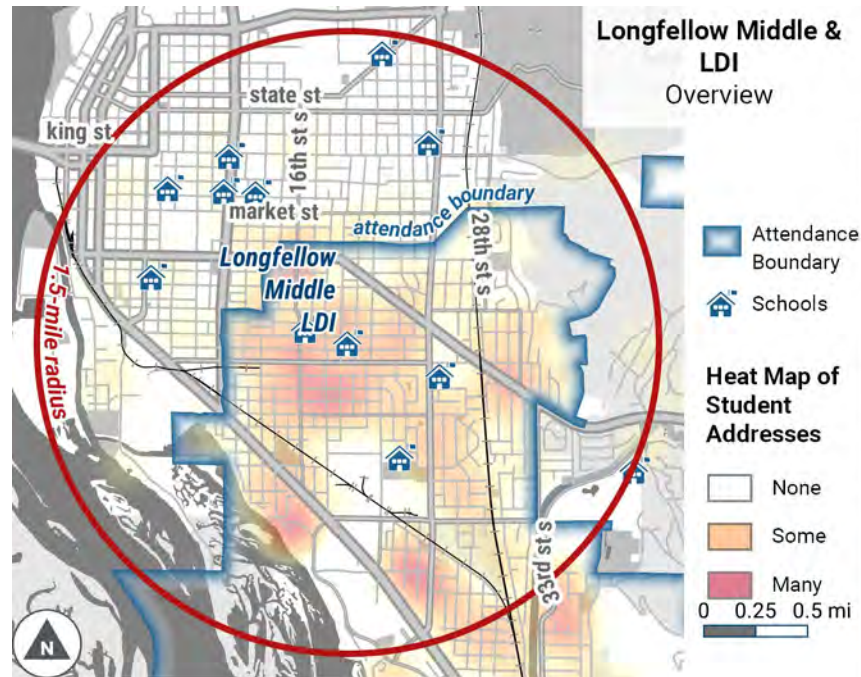
School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available

Mount Calvary Grace

Address	1614 Park Avenue
Grade Levels	Pre-K – 8
Number of Students	Approximately 85
Number of Students Approved for Free and Reduced lunch	Not applicable
Arrival/Dismissal Times	7:50 AM / 2:50 PM

School Travel Modes	% of Students Using Mode ^b
Walk and Bike	3% AM, 1% PM
School Bus	6% AM, 33% PM
Family Vehicle	91% AM, 34% PM

^bSource: La Crosse County Health Department, Fall 2016



La Crosse Safe Routes to School Plan

Major Streets and Highways	Annual Average Daily Traffic (AADT) ^c	Number of Through Lanes	Speed Limit
Losey Boulevard	20,400 to 21,800	4, with center turn lane	25
State Road (State Hwy 33)	9,100 to 13,600	2; parking on both sides; 4 lanes east of Losey Blvd	25
Jackson Street (State Hwy 33)	11,000	2; parking on both sides	25
South Avenue (US Hwy 14/State Hwy 35)	16,500 to 24,700	4	30
16 th Street	4,200	2; parking on both sides	25
Green Bay Street	5,600	2; parking on both sides	25
Ward Avenue	8,000	2, with bike lanes (west of Losey Blvd); with parking on both sides (east of Losey Blvd)	25

^cSource: Wisconsin DOT Traffic Count Map

Known Safety Concerns in Neighborhood

Source of Concern	Safety Concern or Comment
Longfellow Principal Matt Kitzerow and School Staff	<ul style="list-style-type: none"> • Congestion around Longfellow Middle School is worst during arrival. Families double-park, drop students off on the non-school side of the street, and block intersections. • Denton Street and Redfield Street are long blocks, which are conducive to speeding. School staff and students lobbied the City to install stop signs on Denton and Redfield Streets at 20th Street. The stop signs have reduced speeding and made drop off and pick up safer. The school would like to keep those signs and would like to have one at 19th Street and Denton Street near the school’s main entrance, so that all four intersections near the school are 4-way stop-controlled. • The school lacks a staff parking lot. School staff object to the idea of curb extensions as traffic calming because they would result in the loss of on-street parking. • Some Longfellow students have to cross Losey Boulevard at State Road, which has long crossing distances and high traffic volumes. (Recommendations for the Losey Boulevard at State Road intersection can be found in the Spence Elementary and Central High Neighborhood Infrastructure Plan).
Mount Calvary-Grace Parent Surveys/SRTS Liaison	<ul style="list-style-type: none"> • Mount Calvary-Grace parents expressed concern about crossing Losey Boulevard at State Road, , which has long crossing distances and high traffic volumes. • Mount Calvary-Grace parents and the SRTS Liaison expressed concern about the intersection of 16th Street and Park Avenue. The neighborhood association recently approved a traffic circle to be installed at this intersection.

Longfellow Student Focus Group	<ul style="list-style-type: none"> • Longfellow Middle School has a large attendance boundary that extends to the southern edge of the School District of La Crosse. Many students at Longfellow are driven to school in family vehicles. • The Losey Boulevard at State Road intersection is hard to cross as a pedestrian. It is a significant barrier for many students living in the attendance boundary. (Recommendations for the Losey Boulevard at State Road intersection can be found in the Spence Elementary and Central High Neighborhood Infrastructure Plan). • Some students have to cross South Avenue (US Hwy 14/State Hwy 35) at 15th Street by Trane Park. The intersection is at an angle, and there is no crosswalk or pedestrian island.
---------------------------------------	--

Arrival Observations at Longfellow Middle School & La Crosse Design Institute

Observation Details	
Observation Date	• The consultant team observed arrival on Thursday, December 5.
Entrances/Exits	• At arrival students entered the school through multiple entrances on Denton Street, 19th Street South, and Redfield Street.
School Bus Loading	• School buses lined up on the back of the building next to the football field, in the one-way driveway off of Redfield Street.
Family Drop-off/Pick-up	• Families in vehicles dropped off students from all surrounding streets. Most families dropped off students along Redfield Street and 19th Street South. However, some students walked to school.
School Staff Roles	• School staff supervise outside the school in the morning in the area along Redfield Street. Staff is also present supervising students inside the school door.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• There are no student safety patrols at the middle school.

Dismissal Observations at Mount Calvary-Grace School

Observation Details	
Observation Date	• The consultant team observed dismissal Wednesday, December 4.
Entrances/Exits	• At dismissal students exited the school through the main entrance on Park Avenue.
School Bus Loading	• No school buses were observed.
Family Drop-off/Pick-up	• Families in vehicles parked on Park Avenue or in the church the parking lot and waited for students to exit. Many students crossed Park Avenue to play in South Community Library Park before departing in family vehicles or on foot.
School Staff Roles	• School staff remained in the building during dismissal the day of observation.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.

Recommendations in the Longfellow Middle and Mount Calvary-Grace Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. Some recommendations are shown **in dark blue bold font**, indicating that in an April/May 2020 online survey, more than three respondents listed it as an important recommendation in the Plan.

#	Location	Observations	Recommendations
1	Redfield Street and 20 th Street	<ul style="list-style-type: none"> This intersection was recently converted to all-way stop control, which school staff says has reduced speeding on Redfield Street. This is main area of drop off at the school. During arrival, drivers of family vehicles were observed blocking crosswalks while waiting in the queue to drop off students. The school buses exit the school grounds at this intersection, resulting in conflicts between school bus, students crossing the driveway, and families dropping off students. Redfield Street is a wide street and few vehicles parked on the non-school side, which facilitates speeding; however, heavy traffic congestion during arrival and dismissal results in slow speeds. Drivers were observed double-parking and dropping off students in the middle of the street. 	<ul style="list-style-type: none"> Establish behavior expectations for families, students, and staff during arrival and dismissal. <ul style="list-style-type: none"> Encourage more students to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term) Tell families where they should drop students off at arrival. (Short Term) Explore ways to distribute family vehicle traffic evenly around the school. Consider assigning entry doors to different grades, as at Logan Middle School. Ideally, all pick-up and drop-off occurs on the school side of the street or, at a minimum, in locations with convenient crossings. Encourage school staff to park on the non-school side of Redfield Street so that those parking spots are not available during arrival and dismissal. (Short Term) Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) Consider using in-street yield to pedestrian signs. (Short Term) Install curb extensions to shorten pedestrian crossing distance and discourage vehicles in the crosswalk. (Long Term)

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
2	Redfield Street and 19 th Street	<ul style="list-style-type: none"> This is a 4-way stop-controlled intersection. During arrival, families dropped off students on the non-school side requiring them to cross the street. 	<ul style="list-style-type: none"> Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) Consider using in-street yield to pedestrian signs. (Short Term) Install curb extensions to shorten pedestrian crossing distance and discourage vehicles in the crosswalk. (Long Term)
3	Denton Street and 20 th Street	<ul style="list-style-type: none"> This intersection was recently converted to all-way stop-control, which school staff says has reduced speeding on Denton Street. An in-street Yield to Pedestrians in Crosswalk sign increased the visibility of the crosswalk, but cars were parked too close to the intersection, reducing the visibility of pedestrians entering crosswalk. 	<ul style="list-style-type: none"> Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) Install curb extensions to shorten pedestrian crossing distance and eliminate cars parked too close to the intersection. (Long Term)
4	Denton Street and 19 th Street	<ul style="list-style-type: none"> This is the only intersection around the school that has not been converted to a 4-way stop. According to school staff, this inconsistency results in some confusion among drivers. The area on Denton Street in front of the school entrance is reserved for wheelchair-accessible vehicles and specialized transportation vehicles. 	<ul style="list-style-type: none"> Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) Consider using in-street Yield to Pedestrian signs. (Short Term) Evaluate intersection for conversion to 4-way stop. (Short Term) Install curb extensions to shorten pedestrian crossing distance. (Long Term)
5	State Road and 21 st Street	<ul style="list-style-type: none"> State Road intersection is hard to cross as a pedestrian. It is a significant barrier for many students living in the attendance boundary. 	<ul style="list-style-type: none"> Build a neighborhood greenway on 21st Street to provide a low-stress biking and walking connection across State Road and to the planned neighborhood greenway on 22nd Street. (Medium Term) Add pedestrian refuge islands State Road to shorten crossing distances and improve pedestrian safety. (Medium Term)

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
6	Bicycle Parking at Longfellow Middle	<ul style="list-style-type: none"> Existing bicycle racks at Longfellow Middle are in poor condition can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles. 	<ul style="list-style-type: none"> Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
7	Green Bay Street	<ul style="list-style-type: none"> Green Bay Street is a high-traffic-volume street with wide lanes that facilitate speeding. Many Longfellow Middle School students cross Green Bay Street at different intersections. The City plans to install a Rectangular Rapid Flashing Beacon (RRFB) at one of the intersections in 2022. Many of the crossings are missing curb ramps and/or detectable warnings or do not meet ADA standards in some other way. At some corners, existing single curb ramps at the intersections do not orient users directly into the crosswalk. Green Bay Street is identified for bike lanes in the 2012 Bicycle and Pedestrian Master Plan 	<ul style="list-style-type: none"> Conduct counts of pedestrian crossings along Green Bay Street to determine at which crosswalk the City should install the planned RRFB (Short Term) Reduce the travel lane width on Green Bay Street and remove on-street parking to provide separated bike lanes and reduce speeding. (Medium Term) Install ADA compliant curb ramps along Green Bay Street. (Long Term)
8	16 th Street and Green Bay Street	<ul style="list-style-type: none"> This is a 4-way-stop controlled intersection. Crossing distances are long due to the wide streets. A bus stop is located at this intersection. 	<ul style="list-style-type: none"> Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) Consider using in-street yield to pedestrian signs. (Short Term) Install pedestrian refuge islands or curb extension to shorten pedestrian crossing distance and improve pedestrian safety. (Long Term)
9	Park Avenue in front of Mount Calvary-Grace	<ul style="list-style-type: none"> Park Avenue is a wide street with long blocks and little on-street parking, which facilitates speeding. There are missing curb ramps at the crosswalk where students cross on Park Avenue, creating a hazard for strollers and wheelchairs. 	<ul style="list-style-type: none"> Add crosswalk markings, parking restrictions on the crosswalk approach, at 16th and Park Avenue and at school entrance. (Short Term) Install ADA compliant curb ramps. (Long Term)

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
10	16 th Street	<ul style="list-style-type: none"> • 16th Street is a wide street with very little on-street parking, which facilitates speeding. • The shared-lane markings along 16th Street do not provide a low-stress bicycle route. • Many Longfellow Middle School students cross 16th Street at different intersections. 	<ul style="list-style-type: none"> • Build traffic calming treatments on 16th Street, including a planned traffic circle at 16th Street and Park Street. (Short Term)
11	16 th Street and Farnam Street	<ul style="list-style-type: none"> • Farnam Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan. • Crossings are uncomfortable because of the skewed intersection which reduces pedestrian visibility and results in multiple crossings. Missing curb ramps result in a circuitous pedestrian path. 	<ul style="list-style-type: none"> • Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) • Tighten up the curb radii on all legs of the intersection, close the slip lane on the east side of the intersection, and install new curb ramps that line up with crosswalks at all corners. (Long Term)
12	South Avenue by Trane Park	<ul style="list-style-type: none"> • South Avenue (US Hwy 14/State Hwy 35) presents a barrier to walking and bicycling to school for students living on the other side of South Avenue. The intersection of South Avenue, 15th Street, and Chase Street is at an angle, and there are no marked crosswalks or pedestrian islands. • South Avenue has two lanes in each direction and as a result, there is the possibility of multiple threat crashes. A multiple threat crash occurs when the motorist in one lane stops for a pedestrian in the crosswalk but the motorist in the other lane does not. • South Avenue is scheduled for reconstruction in 2022; final plans currently under development include a single crosswalk in the middle of the intersection and a 6' median. 	<ul style="list-style-type: none"> • Consider designating the area west of South Avenue as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • Install a Pedestrian Hybrid Beacon along with high visibility crosswalk markings, Stop Here to Pedestrian sign and stop line for both approaches on South Avenue. Ensure adequate nighttime lighting. (Medium Term) • Explore reconfiguration of this intersection to reduce conflicts. Options could include closing side streets to traffic in one direction, reconstructing curb radii to slow vehicles. (Long Term)

